

discharge side of the hydraulic motor.

3. A front and rear wheel drive type of vehicle of claim 1, characterized in that the pressurizing means is interposed between the delivery side of the hydraulic pump and the suction side of the hydraulic motor.

4. A front and rear wheel drive type of vehicle of claim 1, characterized in that the power source of the hydraulic pump is an engine.

5. A front and rear wheel drive type of vehicle of claim 1, characterized in that the power source of the hydraulic pump is an electric motor.

6. A front and rear wheel drive type of vehicle of claim 1, characterized in that hydraulic pressure is supplied to the hydraulic motor so that the hydraulic motor rotates synchronously with the front wheel in a vehicle running state of the front and rear wheels rotating at about the same speed each other.

7. A front and rear wheel drive type of vehicle of claim 1, characterized in that hydraulic pressure is supplied to the hydraulic motor so that drive force smaller than that on the rear wheel is produced on the front wheel in a vehicle running state of the front and rear wheels rotating at about the same speed each other.

8. A front and rear wheel drive type of vehicle of claim 1, characterized in that running mode switching means is provided to switch between a vehicle running mode of driving the rear wheel only and a vehicle running mode of driving the front and rear wheels.

9. A front and rear wheel drive type of vehicle of claim 1, characterized in that the pressurizing means is formed by installing a bladder made of rubber in a bag shape filled with high pressure gas to a housing that constitutes part of a working oil passage.

10. A front and rear wheel drive type of vehicle of claim 1, characterized in that the pressurizing means is constituted with a cylinder in which a high pressure gas chamber and a ~~working oil~~ chamber are defined with a free piston.

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11. A front and rear wheel drive type of vehicle of claim 1, characterized in that the hydraulic circuit is constituted with; a pump unit having a hydraulic pump, a motor unit having a hydraulic motor, a hydraulic unit having a pressurizing means, an oil filter, and valves, with the oil filter attached to the housing of the hydraulic unit to form a single body, and with the valves attached to at least one of the three units to form a single body.

12. A front and rear wheel drive type of vehicle of claim 9, characterized in that the oil filter and the pressurizing means are placed side by side close to and longitudinally parallel to each other in the housing of the hydraulic unit, with a working oil inlet and a working oil outlet provided on the longitudinal end of the housing.

13. A front and rear wheel drive type of vehicle of claim 10, characterized in that the working oil inlet and the working oil outlet are disposed on the end side of the oil filter and a relief valve is disposed on the end side of the pressurizing means.

14. A front and rear wheel drive type of vehicle of claim 1, characterized in that the front wheel hub is formed in the shape of a bottomed cylinder having a cylindrical portion and a bottom portion so that the hub is formed with a cylindrical recess which is open to one side, the bottom portion is supported for rotation on a wheel shaft through a bearing, a disk-shaped cover for closing the cylindrical recess is secured to the wheel shaft, a hydraulic motor for driving the front wheel is supported with the cover, the output shaft of the hydraulic motor engages through gears with the hub within the cylindrical recess closed with the cover, the outside circumferential portion of the cover is positioned in the boundary portion between the cylindrical portion and the bottom portion, a labyrinth seal is formed between the outside circumferential portion of the cover and the cylindrical portion, and a seal member is interposed in a position between the outside circumferential portion of the cover and the hub and nearer to the bottom portion than the labyrinth seal.

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15. A front and rear wheel drive type of vehicle of claim 12, characterized in that the gear engagement portion of the hydraulic motor and the hub is located close to the cover.

16. A front and rear wheel drive type of vehicle of claim 12, characterized in that the bearing for supporting the hub is constituted as a double row rolling bearing.

17. A front and rear wheel drive type of vehicle of claim 1, characterized in that two, right and left front wheels are provided, each provided with a hydraulic motor for driving each wheel independently.

18. A front and rear wheel drive type of vehicle of claim 15, characterized in that a hydraulic pump set comprises a hydraulic pump for driving the hydraulic motor for the left front wheel and a hydraulic pump for driving the hydraulic motor for the right front wheel, and working oil supply passages for supplying working oil from those hydraulic pumps to the respective hydraulic motors are provided independently on right and left sides.

19. A front and rear wheel drive type of vehicle of claim 15, characterized in that a single hydraulic pump is employed and a flow rate equally dividing means is interposed in the middle position on the working oil passage for supplying working oil from the hydraulic pump to the hydraulic motors for the right and left front wheels.

20. A front and rear wheel drive type of vehicle of claim 15, characterized in that working oil is returned from the hydraulic motors for the right and left front wheels through working oil recovery circuits to the hydraulic pumps, with part of the working oil recovery circuits is made in common for right and left, and with the common part provided with common hydraulic auxiliary devices.

21. A front and rear wheel drive type of vehicle of claim 15, characterized in that an opening-closing valve for differential lock is provided for individually operating the hydraulic motors for the right and left front wheels.

22. A front and rear wheel drive type of vehicle of claim 1, characterized in that the engine power is transmitted through a mechanical transmitting means to the rear wheel to

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